pounds, obtained from the formula, $H=.0034KV^2cS$, where—

V=65 (wind speed in knots)
K=limit hinge moment factor for ground gusts derived in paragraph (b) of this section.
c=mean chord of the control surface aft of the hinge line (ft);
S=area of the control surface aft of the hinge line (sq ft);

(b) The limit hinge moment factor K for ground gusts must be derived as follows:

Surface	K	Position of controls
(a) Aileron	0.75	Control column locked or lashed in mid-position.
(b) ......do	[1] ±0.50	Ailerons at full throw.
(c) Elevator	[1] ±0.75	(c) Elevator full down.
(d) ......do	[1] ±0.75	(d) Elevator full up.
(e) Rudder	0.75	(e) Rudder in neutral.
(f) ......do	0.75	(f) Rudder at full throw.

[1] A positive value of K indicates a moment tending to depress the surface, while a negative value of K indicates a moment tending to raise the surface.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–72, 55 FR 29776, July 20, 1990; Amdt. 25–91, 62 FR 40705, July 29, 1997]

§ 25.427 Unsymmetrical loads.

(a) In designing the airplane for lateral gust, yaw maneuver and roll maneuver conditions, account must be taken of unsymmetrical loads on the empennage arising from effects such as slipstream and aerodynamic interference with the wing, vertical fin and other aerodynamic surfaces.

(b) The horizontal tail must be assumed to be subjected to unsymmetrical loading conditions determined as follows:

(1) 100 percent of the maximum loading from the symmetrical maneuver conditions of § 25.331 and the vertical gust conditions of § 25.341(a) acting separately on the surface on one side of the plane of symmetry; and

(2) 80 percent of these loadings acting on the other side.

(c) For empennage arrangements where the horizontal tail surfaces have dihedral angles greater than plus or minus 10 degrees, or are supported by the vertical tail surfaces, the surfaces and the supporting structure must be designed for gust velocities specified in § 25.341(a) acting in any orientation at right angles to the flight path.

(d) Unsymmetrical loading on the empennage arising from buffet conditions of § 25.305(e) must be taken into account.

[Doc. No. 27902, 61 FR 5222, Feb. 9, 1996]

§ 25.445 Auxiliary aerodynamic surfaces.

(a) When significant, the aerodynamic influence between auxiliary aerodynamic surfaces, such as outboard fins and winglets, and their supporting aerodynamic surfaces, must be taken into account for all loading conditions including pitch, roll, and yaw maneuvers, and gusts as specified in § 25.341(a) acting at any orientation at right angles to the flight path.

(b) To provide for unsymmetrical loading when outboard fins extend above and below the horizontal surface, the critical vertical surface loading (load per unit area) determined under § 25.391 must also be applied as follows:

(1) 100 percent to the area of the vertical surfaces above (or below) the horizontal surface.

(2) 80 percent to the area below (or above) the horizontal surface.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–86, 61 FR 5222, Feb. 9, 1996]

§ 25.457 Wing flaps.

Wing flaps, their operating mechanisms, and their supporting structures must be designed for critical loads occurring in the conditions prescribed in § 25.345, accounting for the loads occurring during transition from one flap position and airspeed to another.

§ 25.459 Special devices.

The loading for special devices using aerodynamic surfaces (such as slots, slats and spoilers) must be determined from test data.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–72, 55 FR 29776, July 20, 1990]

GROUND LOADS

§ 25.471 General.

(a) *Loads and equilibrium.* For limit ground loads—

(1) Limit ground loads obtained under this subpart are considered to be

external forces applied to the airplane structure; and

(2) In each specified ground load condition, the external loads must be placed in equilibrium with the linear and angular inertia loads in a rational or conservative manner.

(b) *Critical centers of gravity.* The critical centers of gravity within the range for which certification is requested must be selected so that the maximum design loads are obtained in each landing gear element. Fore and aft, vertical, and lateral airplane centers of gravity must be considered. Lateral displacements of the c.g. from the airplane centerline which would result in main gear loads not greater than 103 percent of the critical design load for symmetrical loading conditions may be selected without considering the effects of these lateral c.g. displacements on the loading of the main gear elements, or on the airplane structure provided—

(1) The lateral displacement of the c.g. results from random passenger or cargo disposition within the fuselage or from random unsymmetrical fuel loading or fuel usage; and

(2) Appropriate loading instructions for random disposable loads are included under the provisions of §25.1583(c)(1) to ensure that the lateral displacement of the center of gravity is maintained within these limits.

(c) *Landing gear dimension data.* Figure 1 of appendix A contains the basic landing gear dimension data.

[Amdt. 25–23, 35 FR 5673, Apr. 8, 1970]

§25.473 Landing load conditions and assumptions.

(a) For the landing conditions specified in §25.479 to §25.485 the airplane is assumed to contact the ground—

(1) In the attitudes defined in §25.479 and §25.481;

(2) With a limit descent velocity of 10 fps at the design landing weight (the maximum weight for landing conditions at maximum descent velocity); and

(3) With a limit descent velocity of 6 fps at the design take-off weight (the maximum weight for landing conditions at a reduced descent velocity).

(4) The prescribed descent velocities may be modified if it is shown that the airplane has design features that make it impossible to develop these velocities.

(b) Airplane lift, not exceeding airplane weight, may be assumed unless the presence of systems or procedures significantly affects the lift.

(c) The method of analysis of airplane and landing gear loads must take into account at least the following elements:

(1) Landing gear dynamic characteristics.

(2) Spin-up and springback.

(3) Rigid body response.

(4) Structural dynamic response of the airframe, if significant.

(d) The limit inertia load factors corresponding to the required limit descent velocities must be validated by tests as defined in §25.723(a).

(e) The coefficient of friction between the tires and the ground may be established by considering the effects of skidding velocity and tire pressure. However, this coefficient of friction need not be more than 0.8.

[Amdt. 25–91, 62 FR 40705, July 29, 1997; Amdt. 25–91, 62 FR 45481, Aug. 27, 1997]

§25.477 Landing gear arrangement.

Sections 25.479 through 25.485 apply to airplanes with conventional arrangements of main and nose gears, or main and tail gears, when normal operating techniques are used.

§25.479 Level landing conditions.

(a) In the level attitude, the airplane is assumed to contact the ground at forward velocity components, ranging from V_{L1} to 1.25 V_{L2} parallel to the ground under the conditions prescribed in §25.473 with—

(1) V_{L1} equal to V_{S0} (TAS) at the appropriate landing weight and in standard sea level conditions; and

(2) V_{L2} equal to V_{S0} (TAS) at the appropriate landing weight and altitudes in a hot day temperature of 41 degrees F. above standard.

(3) The effects of increased contact speed must be investigated if approval of downwind landings exceeding 10 knots is requested.

(b) For the level landing attitude for airplanes with tail wheels, the conditions specified in this section must be

365